CENTRAL INTELLIGENCE AGENCY REPORT NO.

INFORMATION REPORT

CD NO.

25X1

COUNTRY	USSR (Vologda Oblast)	DATE DISTR.	19 March 1952
SUBJECT	Ship Repair Yard in Cherepovets	NO. OF PAGES	1
PLACE ACQUIRED	25X1	NO. OF ENCLS. (LISTED BELOW)	2 (5 pages)
DATE OF INFO.		SUPPLEMENT TO REPORT NO.	25X1

THIS IS UNEVALUATED INFORMATION 25X1

1. A shipyard engaged in repair work is located on the northernmost part of the Rybinsk reservoir, on the southern bank of the inner bay, opposite Cherepovets (59°08'N/37°54'E). Work on the construction of this shipyard, which was designated Sudno Remont Zavod (Forge Harbor Shipyard; SR2) was begun in 1943. The installation was put into operation in 1947. The buildings there were primarily erected by German PWs and the construction plans were chiefly made by a German engineer from Goeppingen and Willy Buschart, an engineer from the Rhineland.

2. Large scale repair work was begun in 1948. From December 1948 to February 1949 the following vessels were seen under repair: Two tankers, 100 to 120 meters long, 10 meters wide, 3.5 meters high from keel to bulwarks, still carrying escutcheons enlettered Mitag; about 15 river passenger steamers, including the Rybnik, Molotov and Kommunist; 2 luxury yachts; 20 river tugs varying in size; 25X1 1 river dredge; and 1 gunboat. [redacted] no new ship construction. Repair work was particularly heavy during the winter when no shipping on the canal and in the harbor of Cherepovets was possible.

3. The repair yard was subordinate to the Navy. A captain second class of the Soviet Navy was superintendent of the yard. A large part of the personnel and the guards including the female wore naval uniforms. In 1949, the labor force was about 1,000 to 2,000 working people, one third being women. Work was done in three shifts. The shipyard, which was surrounded by a two meter high wooden fence, with four strands of barbed wire, was guarded by numerous militia and naval sentries. In winter, wooden barriers were placed on the ice, and this line of entanglements was guarded by female sentries. *

25X1 * [redacted] Comment. For layout sketch of the yard, see Annex 1. For sketch of foundry, see Annex 2.

Document No. 003
No Change in Class. ☒
☐ Declassified
Class. Changed To: TS S C
Auth.: HR 70-2
Date: 01/09/78 By

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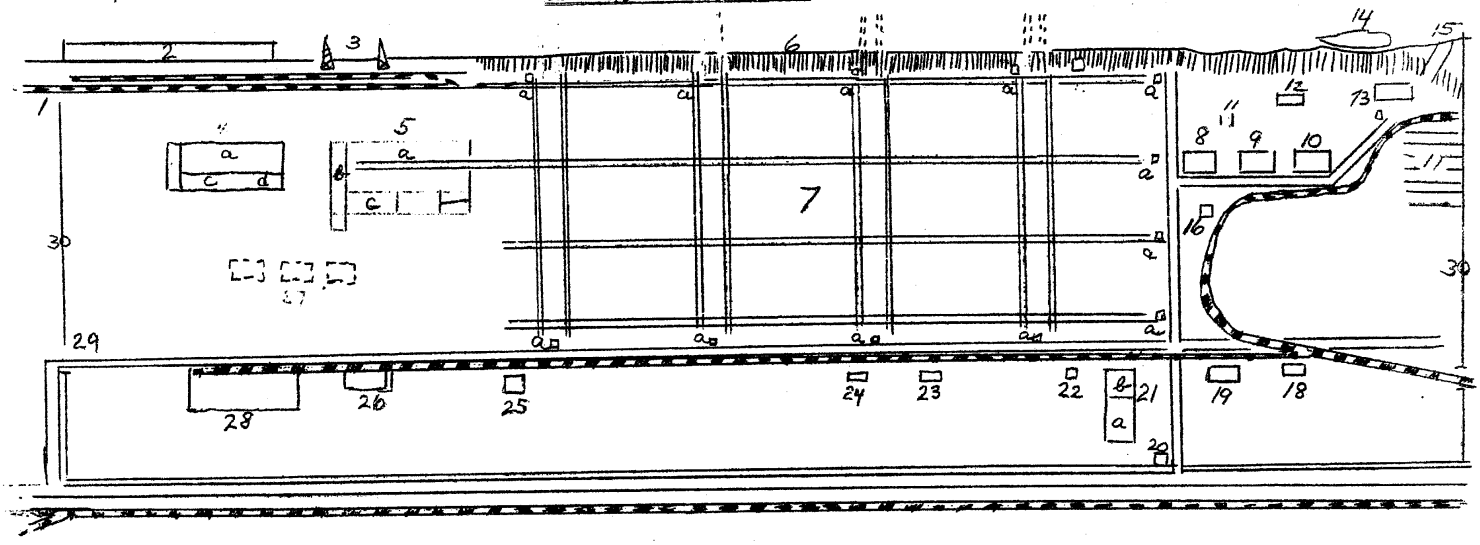
SRS Shipyard in Cherepovets

Attachment 1
-Page 1



Not to scale

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Legend:

1 Gate and railroad track.

2 Wooden wharf.

3 Loading cranes, quay berths for large ships. 25X1

4 Lathe shop, steel and masonry building, in operation since 1948. The shop was not yet completed in 1949. [redacted] not admitted, and even Russians were only allowed to enter after showing a special permit. The shop was equipped with 10 to 12 lathes, 5 or 6 milling machines, 4 plain grinding machines of American origin, belt conveyers, pneumatic machines, etc. Prior to June 1949, about 50 machines were available; most of them were from Dresden, Chemnitz and the Krupp firm.

a Machine shop.

b Administrative office.

c Warehouse.

d Canteen.

5 Shipbuilding shop. A steel and masonry building, equipped with a 15-ton overhead traveling crane, sheet rollers and complementary roller, sheet-metal cutters including one for 15-mm sheets, welding and boring machines. The entire workshop was in operation since 1947, but as late as 1949 equipment was being installed.

a Assembly shop.

b Offices.

c Drop-forging machine, in operation since 1947. One steam hammer was available.

6 Revetment. The slope of the embankment near the slip had an angle of 30 degrees. It was revetted either with wooden planks or concrete slabs.

7 A large concrete area for the repair of vessels. Slip installations were observed on the river bank. There were four slips, each of them with two rail tracks. On the upper edge of the embankment, which is about 7 meters high, the vessels were transferred from the oblique undercarriages to horizontal bogies by means of which they could be moved in a northerly or southerly direction. By using bogies the vessels could also be moved in an easterly or westerly direction. At the western end of the area the vessels could also be moved into the construction shed on an east-west track.

a Rope winches for the undercarriages and bogies.

b Tower-shaped engine house, from which the electric winches of the entire plant were operated.

8 Joiner's shop, in operation since 1947, equipped with wood-working machines primarily of German origin. Manufacture of wooden parts required for ship building purposes and small boats.

9 Spare parts dump.

10 Drying plant.

11 Small locksmith's shop.

12 Electric workshop.

13 Large and small sawmill, in operation since 1947, equipped with 2 framesaws, 1 horizontal framesaw, circular saw and planer.

14 Floating barracks.

15 Wooden slip

16 Boiler house.

17 Lumber yard

18 Rope making plant.

19 Storehouse.

20 Main gate with guard.

21 Power station, in operation, but not completely equipped in October 1949. Three coal-fired boilers were seen in compartment b and up to three turbo-generators in compartment a. Four turbo-generators will probably be located there. Until the fall of 1949, the power station supplied current only for the slips. Late it will also supply the town.

22 A wooden office building.

23 Tinsmith's and locksmith's shop.

24 Forge.

25 No details available.

26 Storehouse with tank installation.

27 Excavations for some new buildings (1949), allegedly sheds and a copper smithy.

28 Foundry, see Annex 2.

29 Gate used by Soviet workmen only.

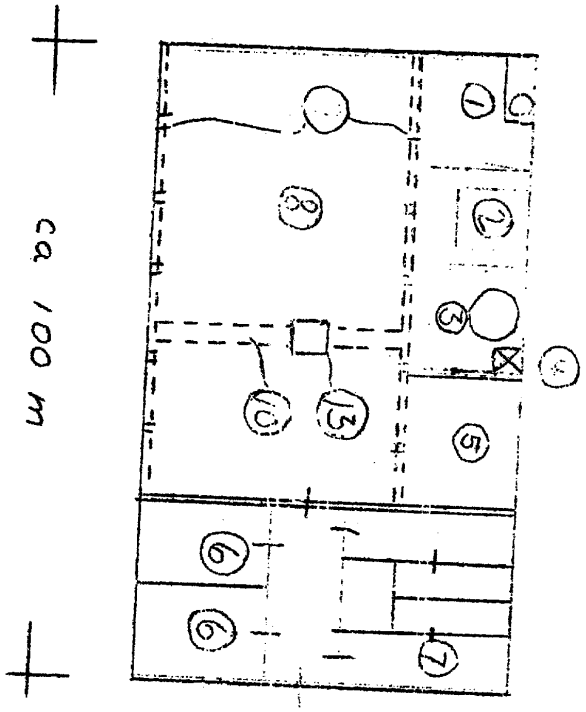
30 Wooden fence.

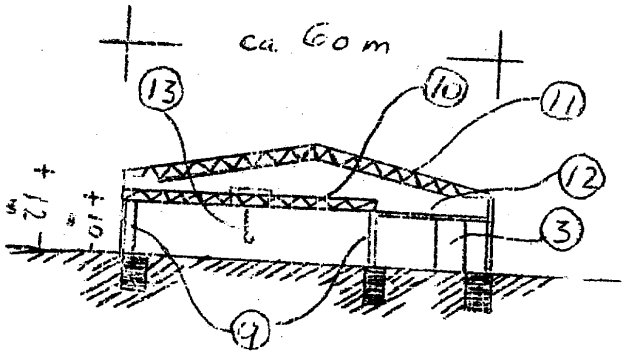
31 Harbor, a part of the reservoir.

25X1 Note: Not to scale! However, the sketch was prepared according to the average dimensions [redacted] so that the items are more or less correctly represented on the scale 20mm to 100 meters.

25X1

Foundry of Shipyard in Cherepovets





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New foundry in ship-repair yard Cherepovets. It was not in full operation until the fall of 1949, though the first test pieces for iron castings were made and hand-sized brass ingots had been cast in February 1949. In June 1949, [redacted] 25X1 but were no longer admitted in October. The construction of an electric smelting furnace was begun in 1946.

1 Smelting furnace for tin, zinc and copper. Size of the furnace 3 x 1.8 meters.

2 Kiln.

3 Large smelting furnace. Diameter 1.2 meters, height 10 meters.

4 Elevator for raw metals.

5 Storage room.

6 Administrative rooms.

7 No details available.

8 Large foundry shop

9 Overhead traveling crane rails resting on concrete pillars.

10 Crane traverse.

11 Steel structure with glass roof.

12 Platforms for those operating the furnaces and giving access to the crane.

13 Crab. Lifting capacity of the crane, 35 tons.